

AVIATION

The Oldest American Aeronautical Magazine

DECEMBER 3, 1923

Issued Weekly

PRICE 10 CENTS



U. S. Naval airship Shenandoah moored to the mast at Lakehurst naval air station

(Chicago Post, U. S. Navy)

VOLUME
XV

SPECIAL FEATURES

NUMBER
23

PROGRESS OF AIRWAYS WORK
TECHNICAL DEVELOPMENT OF THE AIRPLANE
SELECTING A LANDING PLACE IN CASE OF TROUBLE

THE GARDNER, MOFFAT CO., INC.
HIGHLAND, N. Y.
225 FOURTH AVENUE, NEW YORK

CURTISS WINS AGAIN



HAWK CURTISS RACER

On Sept. 28, 1923—at London, England, the Navy Curtiss biplane with Curtiss D-12 Motors took first and second places in the International Race, surpassing the FLENNIGER C.V. and establishing a NEW WORLD'S SPEED RECORD FOR BIPLANES.

On Oct. 4, 1923—at St. Louis U.S.A., the Navy Curtiss biplane with Curtiss D-12 S Motors took first and second places, winning the PILETTE TROPHY for the third consecutive year and again establishing a new world's speed record, more than four miles per minute!

STILL MORE RECORDS

On Nov. 4, 1923—at Marshall Field, Louis H. J. Brown, U.S.N., in the Navy Curtiss biplane beat Lt. Comdr. Stenhouse's record of last year by establishing a new World's Record of 267.65 miles per hour.

On Nov. 4, 1923—at Marshall Field, Louis H. J. Williams, U.S.N., in the Navy Curtiss biplane beat Lt. Comdr. Brown's record and established 265.5 miles per hour as the fastest speed that man has ever achieved. All three records were made with Curtiss D-12 Motors which have functioned perfectly during the gruelling tests that such performances require.

The Curtiss biplane compares favorably with the best of all these ships as well as in the Curtiss biplane when Curtiss biplane was the "On to St. Louis" Race.



STANDS FOR SPEED WITH SAFETY

CURTISS AEROPLANE & MOTOR COMPANY, Inc.

Garden City, N. Y.

Factories at Garden City, N. Y. — Buffalo, N. Y.

Flying School at Garden City, N. Y.

For motor training we have also an ideal arrangement,
The Curtiss Florida-Aircraft Camp, Miami, Fla.



Speeding the Wheels of Commerce

IT IS to commerce that the most practical good will accrues to this country through the development of the aviation industry. When commercial air routes cross across the continent, increased prosperity will follow; just as prosperity always has followed the advent of faster and safe transportation.

As one of the means of development, aviation meets, such as was staged at St. Louis, have the same value to the aviation industry that automobile races have to the automobile industry. These races offer conclusive proof of the value of various improvements or discoveries; for, if a new kind of propeller, for instance, will stand the strain of pulling a ship at the tremendous speed of four miles a minute and more, it will certainly

stand up under the strains incurred during ordinary commercial flying. Already there are a number of companies operating air routes in various parts of this country and the success which they have met would indicate that business men regard them as useful and safe means for shipping and traveling.

One of the pioneers in this business was the Aero Marine Company, which operates four ships on regular schedules between Cleveland, Ohio, and Detroit, Michigan. This Company is proving that safe, regular passenger and express service is possible and profitable by air, and the Standard Oil Company (Indiana) takes great pride in the fact that its aviation products are helping them to do it.

Stanolind Aviation Gasoline and Aero Oil

have been used for the last year by the Aero-Marine Company in all of its ships on this route. These products were selected on the basis of merit, and, of course, have given the best of satisfaction. Not a bit of trouble has been caused by the oil or gasoline has been consumed.

Standard Aviation Gasoline and Aero Oil, in-

gular with the service which makes them available throughout the middle west, are the contribution of the Standard Oil Company (Indiana) to the aviator to make "America's First in the Air." They are the best products, for the purpose, which this company, one of the largest refiners of crude oil in the world, can produce.

The official price of the United States Touring Information Bureau, which is now on sale at all Standard Oil Company (Indiana) service stations, contains a complete directory map compiled by the National Aeronautical Association of the U.S.A. together with a list of standard facts of which Standard Aviation Gasoline and Standard Aero Oil are the best. These prices are also listed in our booklet, "Plane Facts," a copy of which will be sent to you free on request.

STANDARD OIL COMPANY

910 S. Michigan Avenue

CHICAGO

CHICAGO, ILLINOIS

PUBLISHER'S NEWS LETTER

The absence in this week's issue, for the first time in seven years, of the advertisement of the Thomas-Morse Co has a much broader meaning than just the temporary discontinuance of that company's policy of upholding and broadening all that is best in the aeronautical field. It is the direct result of the present tragic conditions confronting those aircraft companies which are trying to develop advanced types of airplanes. The Thomas-Morse Company developed the MB3 pursuit ship several years ago when new types were even rarer than they are today. They built a line for the Air Service and after the usual modifications these ships were practically adopted as the standard pursuit equipment of the Air Service. Both were called for and several hundred were ordered—but not from Thomas-Morse, the company that had spent years of effort and large sums of money in developing the type. The orders were awarded on a price basis alone. The results from this procedure will be evident. A company develops a type of airplane and seeks good will and publicity for it. But soon it finds that its development will be placed on the market for the lowest bidder to secure the production order. The bidder on a price basis cannot have the same interest in the success of the product as the designer, and of course there is little or no resultant publicity. It cannot be expected that Boeing would care to exploit a Thomas-Morse development, L-W-F the Martin Bomber or the Naval Aircraft Factory the Douglas Torpedo Plane. Yet by the methods now required to be followed, this is the situation. It has meant that with few exceptions the aircraft companies have had to advertise for several years well rather than their particular products.

The Chief of the Army Air Service is not to be blamed for the method of contracting in effect. He is merely following the law as given by Congress. At the same time, it is hard to reconcile this procedure with the fact that the Navy does not seem to be hampered by the same restrictions. In considering the present status of the industry, the system of letting contracts can perhaps be given first place as one of the causes of the present low state of the various aircraft companies. If an ex-

posed develops a remarkable type of airplane, it usually gets an experimental order for three or five ships. Then this type is put up for bidding and the lowest bidder usually gets the order. On the bare statement it might appear to be a good business method, but on more careful consideration it will be seen that it will kill development work in this country. If it had not been for the sales at Dayton and St. Louis, it is doubtful if we could take such pride in our airplane progress.

The Thomas-Morse Company deserves the good will of everyone connected with aviation. It has gone ahead for years in a dignified manner seeking a reputation for the development of types that would be useful to the country and efficient for the Air Service. They have conspired in every move to meet success at the reorganization of our aviation. We hope for the sake of the progress of engineering development that their efforts will soon be appreciated.

Whenever our readers see that an aircraft company having large orders is not using the trademarks nor supporting the Aeronautical Chamber of Commerce, they will do well to identify these companies as not among those that are doing everything possible to advance the cause of aviation in this country.

We have been compiling a list of the orders that the various aircraft companies have in work and those that have been received in the last few years. Publication of this information has been delayed owing to the possibility that it might be confidential but probably when the Congressional Committees are considering the appropriations these important facts will be brought out and made available to the public. Many interesting conclusions can then be drawn from these contracts.

The contractual relations of both Army and Navy with the aircraft industry can be studied with much profit in the light of the future of American aeronautics. If we are to have real progress, some better plan than that now in vogue must be evolved and now is the time to bring the subject up for consideration.

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IN FAR AWAY CHINA

AVIATION Readers Encircle the World

The following letter has been received from Canton, China. It is typical of many that are received from readers throughout the world and shows how indispensable AVIATION is if a complete picture of the progress of American aeronautics is desired.

From an old Subscriber

"Enclosed please find ten dollars for which please renew my subscription to AVIATION. In the event that you have discontinued sending the magazine to my old address, please if possible send me the copies I have named. AVIATION has been my greatest authority since the glorious days of '16, as production manager of ———. While building airplanes during the war and later as field manager of a division of the Air Mail and now an aeronautical adviser to the Sun Yat Sen in far away China.

"I have been a subscriber to your magazine since it was first published, in fact, I will have my first copy, now seven years old as well as all copies up until the time I came here.

"I have certainly derived great pleasure and much valuable information from your indispensable paper."

Are You a regular Subscriber?

AVIATION at Four Dollars a year (Canada \$5.00 Foreign \$6.00) brings to you every week the latest news and developments in American aeronautics.

The GARDNER, MOFFAT CO., Inc.

225 FOURTH AVENUE

NEW YORK

ADAPTABILITY

Thoroughbred and Draught Horse in One

From a 7-ton flying boat to a single seat fighter is the useful range for Wright "T" Engines. The procurement of engines must be planned long in advance of the construction of planes. Therefore, the adaptability of an engine for use in many types of planes is the most reliable safeguard for the purchaser.

Wright "T" Engines have been installed in 8 different types of planes. Two of these types are single seat land fighters used as racers; one is a single seat sea plane; one a twin engine long distance boat; four are combined land and sea planes usable for bombing, torpedo, observation, cross-country, and spotting purposes.

Only the wide experience of the Wright Organization in correct aeronautical engineering practice and design makes possible this reliable versatility in Wright Engine Performance.

WRIGHT AERONAUTICAL CORPORATION
Piquette, New Jersey, U. S. A.



Wright "T" Engines are being used in the multi-engine Navy PN-2 flying boat. Wright "T" Engines were worthy competitors in the recent races for high speed, single seat planes both land and sea. They are equally well adapted for the intermediate planes such as bombers, observation planes and seaplanes.



RATINGS

T-1 100 H.P. 1,000 R.P.M.
Wright 110 H.P.
T-2 100 H.P. 1,000 R.P.M.
Wright 110 H.P.

WRIGHT MODELS T ENGINES

L. D. COOPER
W. D. WATSON
L. D. WATSON
GEORGE WATSON
L. D. WATSON

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AVIATION

DECEMBER 3, 1923

No. 23

LARSEN K. O'NEIL
VICTOR E. CLARK
FREDERICK P. WATSON
RALPH H. WATSON

Aviation and the Coast Guard

THE efficiency of the Coast Guard Service is only realized if it is to fly along the Atlantic Coast of our country as a flying boat. This service has stations spaced from three to ten miles apart along the Atlantic Coast, each station equipped with large materials available from the air and sea. It is connected by telephone, one to the other.

Along the flying along the coast are under the scrutiny of the Coast Guard Service all the way. The Coast Guard stations are of course, located on the shore and their location is such as to require the services of very seaworthy craft for rescue work. The most of the coast is reached by the aid of the Coast Guard Service cannot use these waters because of the distance from the location of the stations to the harbor entrance and the necessary slow speed of their boats.

Flying boats located at certain of these stations, but located on the inland waters, could carry out the Coast Guard patrol work far more efficiently than is possible with the present system of men walking along the shore. A flying boat could cover very much more territory, it could be used in practically any kind of weather, with the exception of fog, heavy rain and heavy seas. It could land quickly and so could be used in trouble and, in case of large vessels becoming disabled, it could place them aboard the vessels at a much greater distance from shore than would be possible with the present method of choosing the lines by means of a gun.

Moreover, coast patrol with flying boats might be even carried out in conjunction with the Mail Service, the mail being way land from station to station, for instance, the mail from New York to Norfolk could be carried in four hours instead of probably more or less by train and boat. Of course carrying the mail would be a secondary aim.

Making Our Races International

INVITATIONS to the 10th national air race meet to be held here fall in this country under the auspices of the National Aeronautic Association are now being extended to the Aero Clubs of Great Britain, France, Italy, Belgium, Holland, Switzerland and Spain.

It is hoped to make the next meet the biggest aerial event of its kind ever held, and particularly to secure foreign entries for the Pulitzer Trophy, America's speed class, and the Curtiss Trophy for seaplanes. In the series of events which will make up the meeting there will also be the race for the Schneider Seaplane Cup, which our naval aviators won at Cuxhaven. It is agreed that Great Britain, if not, at least, France, will enter for the event, but it is not yet known to make all of the events international. George Johnson, of St. Louis, one of the organizers of the

meet held in that city and editor of the St. Louis Post-Dispatch, is now issuing Rumpke for this purpose, having been commissioned by the N.A.A. to invite all of the nations represented to the next meeting.

"The next meeting at St. Louis," Mr. Johnson is quoted in a dispatch from abroad, "was more successful than was expected, three long more than one hundred entries and an attendance of 125,000. Unfortunately, owing to foreign conditions were extended too late, no competition for the Pulitzer Trophy, in which the world's speed record was broken, was confined to U. S. Army and Navy machines."

"Next year we hope that our big air meet will be really international. St. Louis offered to pay the expenses of any foreign aviator who could so compete, and I am quite sure that the city meeting the next year will do the same. Besides the trophies themselves, \$10,000 was paid to the winner of the Pulitzer race and \$10,000 for second place, while the Curtiss race paid \$1,000 to the winner. These races have become so notable in America that I feel hopeful of interesting foreign clubs in them."

The nation of Mr. Johnson, while arranged quickly at the end of the race meet at St. Louis, is having a splendid result in Europe. The foreign press is already beginning to contemplate the possibility of entering the races next year. It was a very happy thought to ask Mr. Johnson to act for the N.A.A. So better representative could have been sent, for Mr. Johnson's long experience in public affairs gives him a point of view that appeals to the general public rather than the small group.

Spain to have Aviation Commission

IN line with the cooperation presented to President Coolidge by AVIATION last month, it is of interest to know that Spain is adopting a similar method of entering into its aerial program.

Our Commercial Attaché at Madrid, Spain, on Oct. 15, 1923 sent the following information:

"A decree of Oct. 4 authorizes the appointment of a commission to study the possibilities of coordinating military, naval and civil aviation, which branches at the present time have operated without interrelation. While military aviation has been developed, it has apparently been done at the expense of the naval and civil branches. Civil or non-military aviation is hardly known to exist, and it is proposed to ascertain whether a better and more economical organization can be effected so that the commercial and industrial branch of aviation may develop with the military branch."

If an independent commission of this sort were appointed by President Coolidge, it could determine just what coordination of activities of the government would make for progress and economy.

The Technical Development of the Airplane*

By L. D. NORTH

Chief Engineer, Buxton & Paul, Ltd., Norwich, England

Mochean) flight in the brief twenty years of its existence has passed through four phases, each of an approximately equal period, and which are defined sufficiently clearly to be noted by the observer. These are indicated in the following diagram, the trend of which forms a legitimate field for speculation. The first, where may well be called the pioneer age, was a necessary part of that great initial or spontaneous development of the human mind, which is the first and greatest factor in the most significant features. Within this period, reducing materials of their appliances and contents of their achievement, a small band of enthusiasts in America and Europe were reconceiving their thoughts on the subject of flight, and were gradually learning to learn the nature of the problems associated with the flight of the airplane. The Wright brothers, looking early in the race, were the first to discover how to control the attitude of an airplane in flight. One practical engineering difficulty arose next, namely, and in 1906 Blériot's flight across the Channel, changed by no means the most noteworthy achievement of the pioneer phase, forced its attention to the question of speed. Indeed, it is significant

The Period of Demolition

[illegible]

The Post-War Depression

After the Armistice was signed and the war contracts had been liquidated the huge industry and technical organizations which had grown up during the War passed through a phase of attrition, particularly painful as following so closely as it period of expansion from 1915 to 1918. Under the economic conditions then obtaining no genuine commercial development of the system could take place, and as a consequence most of the work of aviation since that period has taken place

for the network direction, and to some, though by no means as much as at present, at the national expense. Under the pressure of the economic emergency, the Government has been obliged to encourage the development of the aircraft industry as a means of saving the technique of aviation during this period. We have seen that the merits of the case indicated. There was also a widespread feeling that the Government was not properly informed and had "thin skin," and it is only now that they should look eagerly for any signs of more economic measures. They observe that there is apparently an increasing tendency to regard the Government as being ill-informed in a more adequate public report, without which aviation can be but a shadow of the real self, and it is proper that they should consider in what direction their criticism should be directed to reap the fullest advantage of its successful conclusion.

Our Technical Assets

Let us take stock of our technical assets. We have, as has already been pointed out, a large amount of unexploited work which requires editing and developing to its proper conclusion.

We cannot expect to develop the airplane on the basis of the achievement-at-any-price methods, which were proper to the war period. Probably we shall be compelled to concern ourselves more with small matters out of the thousands of tasks that must be done. First there is the question of the weight of the airplane from the economic standpoint, the improvement of the rules of the useful load to the gross weight, and the improvement of fineness whereby to gain more power the gross weight may be given a better performance. These may be situated under the heading of price, but they are detail or more specifically, technical items at that.

1. Reduction of Structure Weight—(a) A more accurate knowledge of external forces in flight.

- (b) More reliable methods of stress computation.
- (c) Improvements in structural arrangement.
- (d) Significantly stronger materials—Here we have already made a very notable progress in the substitution for timber of steels and alloys of aluminum, and presently in the use of higher quality steels. Further substantial advances in this direction are to be expected.
- (e) Reduction in overall dimensions.

Improvements in Engines

2. *Reduction in Weight of the Engine and the Fuel Consumption for a Given Power*—There do not appear to be great prospects of immediate improvement in engine weight or consumption. The most effective results may be expected from the use of suitable supercharging devices for increasing performance and altitude. Such devices are vitally important for military airplanes, and have been used successfully in the experimental stage.

So far as fuel consumption is concerned, when very long journeys are involved there is quite a possibility of refueling in flight. It has repeatedly been shown that airplanes can establish contact with another in the air, and should become necessary in the future, large civil aircraft will

3 Reduction in Dead Weight.—That is to say, the weight of the crew and their necessary instruments, etc., in relation to the useful load. At the present time this figure is very high on commercial airplanes.

4. *Acoustical Improvement*.—In considering the performance for a given power level it is necessary to divide the loss of performance as measured on rated transmission of

Number 3, 1992

- (1) All-raft for offensive action against aircraft.
- (2) Bombing-machine machines capable of self-defense.
- (3) Fighting machines capable of self-defense.
- (4) Bomber and Transport machines practically incapable of self-defense.

The design of the device depends on the power of the forces on the conveyor, speed and slant, which enable it to bring a large volume of material gradually from slant to slant with the depth of the conditions are much the same as those required for civil airplanes. In the machines which are used for transport purposes the surface loading is practically controlled by the necessity of freeing from and loading on certain types of grounds under reasonably safe conditions.

High Speed Landings

27. however, in the future be this important dimension military and civil aircraft, at any rate when used in civilized countries, that wherever military use may be required to land and rise from unprepared, it may be that in future air lines will consist of flying grounds so arranged as to make the safety landings at a speed which could not be thought of in ordinary circumstances. Flying as we now understand it is a sensation, a transient machine and a transient machine, and the feeling which it creates is a feeling that should never be lost, and should never be lost.

Heat Resistance—The outstanding item of head research which should be reduced is the very large proportion due to the existing arrangements for cooling the engine. The engine is cooled by water, which is pumped from the reservoirs of the machine. Improvements are to be secured by increasing the temperature difference between the cooling medium and the engine (i.e., by steam heating the water) and by increasing the area of the cooling surfaces, so that the rate of removal of heat is increased. The water is taken arranged round the engine or body surface of the machine to the profile thereof. In the case of air-cooled engines, the cooling surfaces are arranged to be exposed to a relatively low speed airflow if the ventilator is to be kept open. As the drag increases in proportion to the second power of velocity and the damaged heat is rather less than in the case of water-cooled engines, the use of air-cooled comparatively low velocity air currents will be appreciated. It is unfortunate, of course, that to fulfil such requirements an increase of weight is to be made, and this is due to the fact that the engine is to be cooled by water, which is pumped from the reservoirs of the machine.

Reflections of the Future

It has or more than one occasion been pointed out that the common lifting of an acceptance is very much worse than that of consideration of a good streamline form. This is due to the addition of engine cooling, resistance, drag from tailing and control surfaces, undercarriage, external wing structure, and the degradation from the streamline form of the hull which are necessary to give adequate view and accommodation to the occupants or to provide a good field of gun-

To the man of that time of military airplanes which must visit our country and must depend on our power of vulnerability, for offensive and defensive action it is very important that a secure approach to the ideal can be organized. The type of transport machine is also quite important. This is the type of machine that is required on the line as suggested by Prof. Zuckerman many years ago, to provide all necessary accommodations inside the machine and to make it possible to land and take off in a single landing. A little airplane will have to be redesigned so, wings large enough for head room, the aircraft a gross weight of about 16 tons, and, the machine will be able to land and take off in a single landing on an airfield of such size by distributing the load along the span of the wing. This is by far the most important, and although it would have the disadvantage of being a little more expensive, it would not make the machine at all uncontrollable. A rapid forward firing is necessary.

lage is usually limited by the angular increase of the underwings structure, and it is consequently easier to obtain a large absolute deflection on a big airplane than on a small one. The most serious trouble is to be expected in providing sufficient wing surface on ordinary grounds. The idea that very large airfoils are necessary for very large airplanes is, of course, erroneous, since for a given power an airfoil loading an airplane of any size will leave the ground with the same length of run, and even an airplane of this size will be extremely small compared with the length of its run to and from the ground.

Omitting the Leading Zero

As a still further refinement the undergarments, as we now know it, might be disposed with altogether and the airplane launched from a variable apparatus a foot which has already been repeatedly accomplished, and which would dispense with the necessity of wheels, one of the principal lines in the weight and resistance of an undergarment.

A. Reliability and Safety.—The safety of an airplane depends primarily on its ability to keep itself in the air, even if it is under control when landing. Increased insurance against forced landings from engine failure can be obtained by the use of a three-engine airplane. The three-engine airplane is capable of flying with serviceable fractions of its total power. It seems likely that only the higher-powered, military airplanes can use the two-engine arrangement with advantage. The only way with such machines is it possible to provide a constant reserve the necessary minimum power for flight, while the three-engine airplane seems to be indicated for increasing

Control at Stalling Speed

Lack of control near the staffing speed is still apparent even of the most frequent causes of accidents, and the systematic investigation of this problem which is being undertaken in this country seems to hold out hopes of getting over this trouble. Control for the purpose of rapid maneuvers is, however, largely dependent on the overall dimensions of the machine. There is one point in this direction which

tion overheads. Effective maneuver depends on the time which elapses between the event taking place which necessitates the maneuver and its completion. The time necessary for the pilot to respond to the stimulus of the event is governed very largely by the comfort and consciousness with which he can see what is going on. This actually has an important effect, and a favorable situation of the pilot in the manner possible on twin-engined airplanes greatly increases the end point of maneuver.

It is very obvious that there is no difficulty in finding technical work to do. These difficulties which are serious in the development of the airplane can be attacked systematically apart from the question of general research. The first step is to supply the airplane with a good set of flying tools. It is necessary to offer a most promising field for abundant field work results, enabling large airplanes to be flown as well as practically needed forms. If this is possible it should help considerably to accelerate our progress, for the airplane must be developed on the experimental flying field for many years, at least as much as in the laboratory or the counting office.

Figuring Engine Failure

Multiple Engine Airplanes and Reliability—The chance of any engine failing may be taken as constant throughout an engine's life.

No. of regions	Change of forced loading
1	$1/w$
2	$1/w^2$
3	$(3n-2)/w^3$
4	$(3n-3)/w^4$

Blacks, when half power will fly the surplus the two engine arrangement is better than the three. When, however more than half, but less than two-thirds, is required, the position is very different.

In the table below the machine with the smaller of α and β given in the first column is better than the one with β and α given at the top of each column for values of α greater than the number given.

¹Example from a paper read at the International Air Congress, London 1966.

SKF



(2-1)

That the products of this Company have played a part in the success of this Maritime Guardian of the air, we take pride both because of the engineering accomplishment and as manufacturers of the Land in those defense she files

SKF-IND

165 BROADWAY —

HESS-BRIGHT BALL-BEARINGS

STRIES INC.

— NEW YORK

— **SKAYEF BALL BEARINGS**

Orders to Officers

Comdr. Jerome C. Hunsicker (OC) detached Bureau of Aeronautics to Naval Air Station, London, England.
Lt. Comdr. Charles F. Mason, detached Naval Air Station, Pensacola, Fla., to Bureau of Aeronautics, duty involving flying.

Lt. Comdr. George B. Marzette, detached Naval Aircraft Factory, Philadelphia, to Aviation Field.
Lieut. Clarence A. Chaudry (DC) detached Naval Air Station, Hampton Roads, Va., to Naval Training Station, Hampton Roads, Va.

Lieut. William H. Fellers, detached Naval Aircraft Factory, Philadelphia, to Bureau of Aeronautics for duty involving flying.

Lieut. John Flynn (SC) detached U.S. B. North Dakota to U.S. Wright to supply office, L-3-24.

Lieut. George H. Seiler (SC), detached U.S. Wright to Naval Aircraft Factory, Philadelphia.

Lieut. Clifton F. A. Springer, orders 10-29-32 revoked, to Navy Yard, Washington, D. C., leave duty involving flying at Naval Air Station, Annapolis, D. C.

Lieut. (jg) Charles A. Coffin, unaccompanied porters orders 10-29-32 revoked, to Navy Yard, Washington, D. C., temporary duty involving flying at Naval Air Station, Annapolis, D. C.
Lt. Comdr. Carl C. G. Gundersen, detached U.S. B. Wright, to Navy Yard, Philadelphia.

Comdr. Ralph C. Adams, detached Naval Air Station, San Diego, Calif., to U.S. B. California.

Hampton Roads Air Station

The prompt response of the Naval Air Station at Hampton Roads, resulted in the saving of the life of a woman at Coast Guard Station 182 on Nov. 5. In response to an urgent message from Cape Hatteras to the effect that a Mrs. Miller, living near Coast Guard Station 182 had become the mother of twins a few hours earlier, and was extremely ill, an F-5B was dispatched, with Det. A. C. Smith, flight surgeon for the air station on board. The plane arrived at the coast guard station 2 hr. 30 min. after the call had been received. It was discovered that the patient was now ill to be saved, a hospital, on the beach and the plane remained during the night. The next morning, the woman being much better, Det. Smith returned to the station as the plane. He stated that the prompt arrival of the plane was no doubt responsible for saving the life of the woman.

An F-5B of the Aircraft Squadron Seating Fleet was dispatched while at Robinson's Island, Md., on Oct. 27, sent to the Naval Air Station at Hampton Roads on the U.S. B. Ford. The same day, reported the event and was back at Robinson's Island on the 28th. Both engines were repaired by the air station personnel.

Coco Solo Air Station

A DH-1B biplane from the Army Flying Field at Fort Rucker Field, Canal Zone, was wrecked on Oct. 26, landing about a mile and a quarter from the Naval Air Station at Coco Solo. An H-5B, flying boat and a speed boat were immediately sent to the wrecked plane, and arrived at the scene of the crash a few minutes after it happened. The occupants of the wrecked plane were taken aboard the speed boat. Luckily they were not seriously injured. A motor tender, belonging to the Naval Air Station was loan to the Army for the purpose of salvaging the wreck.

The quick work of the Air Station men in this emergency undoubtedly resulted in the saving of life, as the wrecked biplane could not have remained long on the surface of the water.

Pearl Harbor Air Station

The U.S. Pelican, aircraft tender at the Naval Air Station at Pearl Harbor, Hawaii, while on 500 single on board, made a number of visits to Hawaiian ports in the latter part of October. The term visited were on the island of Kauai, and the Pelican acted as tender to the three DT planes that accompanied the Pelican on this mission. While in Hawaii, the Navy contingent was given a dinner by the Chamber of Commerce of Kauai. Kauai is the most western part of our possessions with no land defense and is therefore dependent upon the Navy for protection.

Where to Fly

IDEALISM

FLY THEM YOURSELF

Join us by the hour. Flying instruction by the hour, by A. A. M. Pilot or Instructor. All one thing and better. All part flying. YACHT AIRCRAFT COMPANY. School Days and One Week, Camp Park, Ill.

IDEALISM

MID-WEST AIRWAYS CORP.

One of the best kept secrets in America. Through flying instruction. Course for experts in 1000 hours. Flying school in Chicago, Ill.

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